The police got down into the tunnel, and the men of the Eighty-sixth street station accompanied them with torches and lanterns, which only served to make the gloom of the tunnel denser. Just as they reached the wreck a switch engine running down on the inbound track came along and struck a sorner of one of the wrecked cars. The engine was thrown off the track and leaned over against the east aids of the tunnel. Engineer listley, who was driving it, was thrown down and slightly injured.

Flames broke out of a car window with sufficient brightness to lighten the scene a moment afterward, and the policemen saw the roof of one car, the day coach of the coach about two-thirds of the smoker was outside the day coach. The trucks of the smoker were stanten ten feet of the smoker was outside the day coach. The trucks of the smoker were jammed up under the body of the day coach. They were both after. The light from the fiames showed that the front of the smoker had been crushed in. The seats and sverything in the iront of the car had been jammed down to the rear end. The sides of the day coach were spread out far enough to receive the smoker on the interior. The New liaven engine had backed out from the wreck and was standing five feet away. A dozen passet gers from the New Haven train and the crew of that train groped their way up a few minutes after the policemen reached the spot. They had been shaken up, but did not know what had happened. FIRE FROM THE PATAL CAR STOVE.

The policemen called to the crowd who had gathered at the top of the shaft to fetch ladders. Just then a fire engine and hook and ladder company came, and ladders were quickly put down the shaft and down the shafts next north and south. Firemen climbed down with hose, and water was turned on the wreck. The flames were extinguished in fifteen minutes. CROPPING OUT A BURNING MAN.

CROFP.NG OUT A BURNING MAN.
While the firemen were working at the rear of the sm king car where the fire was, cries of help were heard from the middle of the car. The three rolicemen and two firemen ran to the spot with lanterns, and found a man lying half out of the windows. They tried to pull him out the rest of the way. He was caught, Axes were got and the woodwork was cut away. They took the man by the shoulders and tried to pull him again. He moaned:
Leave me key here. For God's sake let me die!"

"Leave me lay here. For God's sake let me die!"

Ten minutes more of chopping and he was released. His feet had been burned off at the ankles, and were left in the wreck. He suffered intensely. He was carried up a ladder and put in a Presbyterian Hospital ambnianes. He was John Hencke, a car cleaner. He died in the hespital. As he was being taken up Fireman John Scoffeld of Hock and Lastder Company 16 was overcome with the smoke and heat from the fire and fell on the tracks. His head was cut by coming in contact with a rail. He was lifted out next. Groans were heard from the forward end of the day coach, and the side was out away. A colored man was found underneath a seat with another seat wedged down on his stomach. The seat was knocked away, and the man was carried out and up into the open air. He said he was Daniel M. Culbruth, a railroad cook, of 107 East Forty-fourth street. He was taken to the drug store at Eighty-fourth street and Park avenus, and then insisted on going home. He could not stand on his feet, and the physician who examined him said he was injured internally. He was sent to the Presbyterian Hospital.

ternally. He was sent to the Presbyterian Hospital.

When the flames were out Father Walker of St. Lawrence's Catholic Church. Eighty-fourth street and Park avenue, came across and climbed down into the tunnel. He was followed by the ambulance surgeons, and the search was begun for the dead. Before this a Harlem train, inbound, had come through one of the side tunnels and had stopped. The passengers of the New Haven train and two or three men and a woman who had escaped from the wrecked train immediately after the collision, got on board and went down to the Grand Central Depot. In the crowd were Brakemen Lynn and Brown and a woman, all of whom had been slightly injured.

PIVE COMPSES FOUND.

The search for bodies went on for fifteen

Brakemen Lynn and Brown and a woman, all of whom had been slightly injured.

Five courses Found.

The search for bodies went on for fifteen minutes before any were found. Then the side of the rear end of the smoker, into which had been jammed all the seats and the rest of the fixtures in the car, was cut away. There, jammed down next to the deadly stove with the heavy seats and woodwork piled on top of them, were five corpsee. They were pulled out one by one with the aid of fire books.

The first was a woman's. Her face was burned off. Her body was burned in spots as though hot coals had fallen on it. Her clothing was burned off. It was not toessible to tell how old she was. The was lifted up to the top of the shaft and taken in an ambulance to the East Eighty-eighth street station. She wore a plain gold ring on her ist hand. A young man called at the station and said he thought the woman was his mother. Mrs. Nellie Suppel of 589 Third avenue, a car cleamer. He could not positively identify the body, and it went to the Morgue. At night Mrs. Suppel's husband identified it.

Father Walker and the surgeons stood near while the firemen worked at the wreek. The priest prayed. When a body was handed out the surgeons stopped to see whether any life bemained, and then the body was carried up he shaft by the firemen. The second body found was black as coal, it was actually roasted. There were small portions of charred clothing still sticking to some parts of the body. The third body was that of a white man almost as badly burned. His arms, legs, shoulders, and head were the worst burned. The rest of his body was only charred and blackened. At night this was recognized as the body of James B. Flynn, a machinist. Number 4 was also a white man almost as badly burned. His arms, legs, shoulders, and head were the worst burned. The rest of his body was only charred and blackened. At night this was recognized as the body of James B. Flynn, a machinist. It rested against the door. This body was afterward identified at the Morgu

then cut through the roof of the telescoped car
to get at the smouldering fire in the one within
it and I started up the ladder, there being apparenty nothing more for me to do,
I had scarcely reached the top round
when a policeman called me back, saying
they had found a body. It was burned to a
crisp. I remained in the tunnel then until
about 10 c'ciock, and saw them bring one after
another of the corpses out. The uniform of the
confluetor of the train was covered with spota
resembling tallow. They were molten lead,
however, which had dripped on him from the
burning cars while he was doing rescue work.
I saw the engineer of the New Haven
train and talted with him about the affair.
He said the red lights on the rear of the train
ahead, which should have been lighted, were
not and that he didn't see the train. Nevertheless, I was able to see distinctly far up and
down the tunnel.
One unidentified dead man remains at the down the tunnel."
One unidentified dead man remains at the Morgue.

Arrest of the Engineer of the New Maves

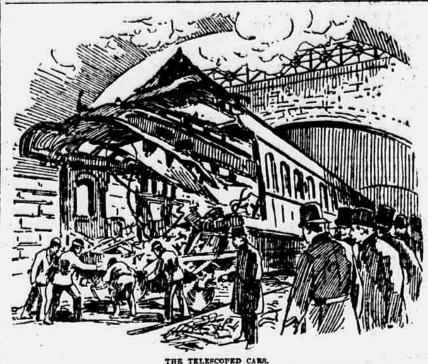
One of two things happened. Either the signal men in the Seventy-second street and the Eighty-sixth street towers were negligent and did not show the proper signals or Engidid not show the proper signals of Engineer Fowler utterly disregarded the signals displayed. Each accuses the other of the fault, and each of the companies has sided with its men. Engineer Fowler says that he kept a particularly sharp watch for the signals, because the tunnel was full of steam and smoke, and at the shafts snow was falling in. He told his fireman. George Wellington, to keep a sharp watch, too, and the fireman had his head out of the window looking ahead for the signals to slow and to stop, but they were not displayed. Operator Thomas Mc-Manus, the operator at Seventy-second street.

wich avenue, in New Haven. Because he lives out of the State Coroner Lavy, as a matter of precaution, ordered his arrest yesterday, and a warrant was given to Capt Carpenter of the East Eighty eighth street station. The Captain served it himself. Fowler was just about to start for New Haven. He was in the Central yard at Forty-seventh street. He acted as though his arrest did not surprise him. He was taken at once to the Harlem Court and was arraigned before Justice Welde, who turned him over to the Coroner. He told the reporters who talked with him that he had been in the employ of the New Haven road twenty-one years, and had never had an accident before. He was sure he had seen no signals for him to stop. "and I did not see the train I hit until my engine struck it." be said.

Fowler was taken before Coroner Levy at 3 o'clock, He declined to make any formal statement about the accident on the advice of the Coroner himself. He was remanded in care of Capt. Carpenter until this morning, at 10% o'clock, when he will be taken before the Coroner himself. The Coroner also sent word to Capt. Carpenter to arrest all persons whom he thought might have done anything to contribute toward the accident and to produce them before him this morning.

THE TUNNEL BLOCK SYSTEM.

Simple Enough and Certain Enough if Men Could be Worked Automotically. The interlocking block signal system that is used in the Fourth avenue tunnel is what is known as the Sykes system. Last year, at the time of the disaster at Palatine Bridge, on the New York Central, the company thought of equipping the road from New York to Buffalo with a block signal system. President Depew said that they were looking around to find the best; but so far as he knew there was nothing better than that in use in the tunnel and as far as Woodlawn Junction. "But" said Mr. Depew. "get as perfect a



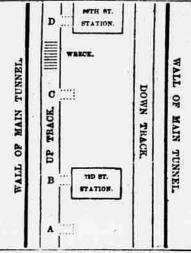
the beginning of the block where the collision occurred, says the signals were turned. a red light at his house and a green light 1,000 feet below him. The night operator, Lewis Ames, at the Eighty-sixth street station, which is the end of the block, said that he was positive that the lights were right because he had unlocked the block for the Seventy-second street man to fix the lights (which would lock it again), and ne had not unlocked it again. He could not if

he had not unlocked it again. He could not if he wanted to without permission of the 125th street man. "Tom McManus telegraphed to me," said Ames. "The New Haven train has passed my lights,' He would not have slove that if the slights had not been right. I think that the shop train left such a smoke behind that Engineer Fowler could not see the signals. He didn't hear the warning bell either apparently, and that was the way the accident liappened."

The search for bodies west on for first or on the control of the search of the search of the which of the search of the which of the search of

system as you like, accidents may happen which seem inexplicable. How do you account for this? An engineer may have been running a locomotive twenty years without an accident, and may be considered as reliable as you like. But some day, as he drives along with his mind intensely set on noting every signal and sign of danger, he will do the very op-posite of what he intended, and a great calam-ity is the result. It may be that the engineer saw a red signal, but in his desperation to avoid it he rushed headlong into the midst of the danger. To say that a man's mind is unbalanced seems to explain it only partly. The man feels all right afterward."

Perhaps something similar was the cause of Half a dozen signal towers regulate the move ment of trains on the Harlem line between



A—Distance signal for Seventy second street.

B.—Home signal Seventy second street.

C.—Distance signal for Eighty sixth street.

D.—Home signal Eighty-sixth street.

(When is set red. A is green, and the block from B to D is locked available north-bound trains.)

Forty-second and 150th streets. The tunnel blocks, the one in which the wreck occurred

Forty-second and 150th streets. The tunnel and sunken track system is divided into three blocks, the one in which the wreek occurred bains between Seventy-second and Eighty-sixth streets, at which two points there are signal streets, at which two points there are signal sixth streets, at which two points there are signal at the state of these signals are turned red or "danger," when the block is closed, and they show white the light when the block is free and a train is allowed to enter it. One thousand feet south of such home signal, on the western or up track, is a "distance" signal, which informs the englineer what the home signal is in advance so that he can stop, in case the western is too that he can stop, in case the western is too that he can stop, in case the western is too that he can stop, in case the western is correctly the distance signal which ow a man is one to distance the signal which ow a signal of correctly the distance signal which ow the can stop, in the distance signal which ow the can stop, in the stop of the distance signal which ow the can stop, the distance of signal which ow the can stop, in the Sykes system the operators in discent towers are mutually deseadent upon each other, and a mistake by one is a mistake of two of two. They communicate with sech other for interlocking purposes by ringing electric bells, and each block when clear is unlocked for the entrance of a train by the operator at the far tower, who has actually seen the previous train the can block and the avoid train in leave the block. The operator at the far tower, who has actually seen the previous train the seen is sever and changes the home and distance while the seen and change to be pushing a block cannot open the block and is a souther train in until operator. No. 2, by pushing a block cannot open the block and the two trains that came into collision. If the operators distance while the short is seen in the block is an addition and the train that can be seen the seen that the seen that the seen that the seen t

Prepare for Spring

Now is the time to attend to your personal condition in preparation for the change is spring beasen. If you have not "wintered well," if you are tired out from everyork, if your blood has become impure from close confinement in badly ventilated offices or shops, you should take Heed's farraparilla at each. It will purity and visalize your blood, expect all germs of disease, eratio a good apportie, and give you streagth.

"You five years I was sick every spring, but least year began in February to take Heed's flarsparilla. I used the best to take Heed's flarsparilla. I used the spring for years I have made it a practice to take from three to five besties of Heed's flarsparilla, because I know its purifies the blood and theroughly cleaned the system of all impurities."—W. II, LawRENCE, Editor Agricultural Epitemiet, Indianapelia, Ind.

Hood's Sarsaparilla Bold by all drugglets, \$1; six for \$5. Propared only by D. I. HOOD & CO., Apothecaries, Lowell, Mass. Relation Agricultural Epitemate, Indianapolis, ind. Relation Agricultural Epitemate, Indianapolis, ind.

100 Doses One Dollar

at danger. It may safely be said that the operator at Eighty sixth street didn't give permission for the New Haven local to enter the section B-D, for he knew there was already one train in the block, and it is a grave offence against the rules of the railroad to allow two in the same block at once. If he didn't push the plunger to release X's lever at Beventy-second atreet, how could the latter have unlocked the block and given the New Haven train a clear signal? The operator at Beventy-second street says that he didn't change the signals to clear, and he is backed by his fellow at Eighty-sixth street, who didn't press the button.

One of the track walkers says that he was in the signal tower at Seventy-second street, and noticed that the home signal was at danger, while the track foreman says that he was outside and saw the danger signals. They agree as completely in their story with the operators as the train or of the New Haven local agree that it had clear signals.

It is a little curious that neither the operators nor the trackman andiforeman makes any mention of the big gong which sounds every time a train passes a red signal. It is a precaution to warn the engineer. It rings automatically, and, being at the station, the operator couldn't help noticing it. If, as the crew claims it had a clear home signal. It he colours that neither the passengers will settle the question.

It is said that the operator can under certain conditions open a block while a train is within, and, if this is so, the operators will have a chance to explain it in the present case.

BELLE BOYD, THE REBEL SPY.

Her Children Sent to the Poorhouse by a Hotel Keeper Who Was to Care for Them. Sabaroga, Feb. 20,—" Belle Boyd, the Rebel Spy." went to Hoosick Falls a short time ago to give an entertainment there. She was ac-companied by her husband, Nat. R. High, and three children, and they all went to the Commercial House, where the children were suffered to remain while the father and mother gave performances in neighboring places.
"Belle" several times sent money to the hotel proprietress for board for her children, but not enough to pay the full board, and so Mrs. Turner, proprietor of the hotel, entered complaint to the Poormaster so as to put the children upon the town, and a warrant was issued for the arrest of "Belle Boyd." She was arrested in Catekill and taken back to Hoosick Falls. On the trial it came out that the \$10 a week dren had been applied toward the payment of s board bill previously contracted and which was partly due, and that the children had been unjustly given to the charge of the Poor-

was partly due, and that the children had been usually given to the charge of the Poormaster. The Justice decided that there was no cause of action.

"Belle Boyd" comes of an excellent West Virginia family. She is 45 years old, and is of striking appearance. As a girl she won a reputation as a horseback rider. She role in man's clothes as often as in woman's dreas, the striking appearance. As a girl she won a reputation as a horseback rider. She role in man's clothes as often as in woman's dreas, the striking appearance. As a girl she won a reputation as a horseback rider. She role in man's clothes as often as in woman's dreas, the striking appearance as often as in woman's dreas, the striking appearance as often as in woman's dreas, the striking appearance as often as in woman's dreas, the striking appearance as often as in woman's dreas, the striking appearance as often as in woman's dreas, the striking appearance as often as in woman's dreas, the striking appearance as often as in woman's dreas, the striking appearance as often as in woman's dreas, the striking appearance as often as in woman's dreas, the striking appearance and gave him the information. From that the few Whigs who holted and raised the few Yhones to Jackson as one of the crew. The train and carried despatches to Jackson which son the few yhones to be caused the few whig

AMERICAN WORKING WOMEN.

More Bendy for Domestic Service than is Former Times. Some of the intelligence offices are finding

out that American young women are more ready than they were in other times to take situations at domestic service. Many of them, tain trades or in factories, feel a desire for that kind of labor in which they will see more of family life. while enjoying the comforts of under which they suffer in business pursuits. The demand for capable domestics is beyond the supply, and the remuneration of housework, when board is taken into account, is greater than that of shopwork or factory work. American girls, with proper training, make greater than that of shopwork or factory work. American girls, with proper training, make excellent cooks, waitresses, and housemaids; they are polite though self-respecting, skilled though brough the house head serviceable though brough the house respective than foreigners are apt to be. Many of them, however, find that they become acceptable members of the households in which they reuder service, and that they are treated in a way that is not in the least demeaning. They feel that they have all the advantages of a home, while never sacrificing the pride of their womanhood. They are not menials. Their isbor is lighter than it would be in factories or stores; they are able to lay up a part of their wages; they have fully as many opportunities of courtship and marriage as they would have in any other vocation. There are in this city nearly 200,000 women who are bread winners, with no means of support other than their labor; and it has been found within the past few years that many of those among them who have shrank from domestic service are ready to enter it.

These views, at all events, are to be found in some of the intelligence offices in this city.

It is also learned that an unusual number of men are ready to render service of any desired kind in households.

The Meanest Crank in Connecticut. DANBURY, Conn. Feb. 20.—The meanest crank in Connecticut is being hunted for by the police of this city. He goes from house to house daubing gates and door knobs with molasses, and occasionally, when he can open a door easily, he scatters the syrup over the hall carpets, the hat rack, and the walls. The other night two ladies who had been calling in West night two ladies who had been calling in West Danbury got into their carriage and started for home. The one who drove noticed the queer feeling of the reins and found them smeared with molasses, Greatly disquieted by this discovery they examined their carriage and found the sticky substance smeared on the seat cu-hions and the framework of the top. When the occupants attempted to rise they were stuck fast. Their closks and diesess were ruined. The mis-reant also daubs windows with a large brush.

Odds and Ends of Sports. J. E .- Jack McAuliffe Weighs about 143 pounds when not in training.

H. Weil.-L. E. Myers's best record for 100 yards is 10 seconds, made on Rept. 18, 18-11. The Hudson County Mesimen are arranging for a post tournament to be not latter part of this month. C. P. H.—The best six-days go as you please record is examine and 1520 yards made by George Littlewood, in December, 1888. in December, last.
The series of pool matches between the Kings Country Wheelmen and Brooklyn Harycle Club will be pluyed on March 4 11, is, and 25. Four games will be played each evaning.
The Oceanville Gun Club shot at blue rocks on Tuesday. In the club sweep sech man shot at twelve birds Whitney Cook won the rold badge, accoring 10. Themas Brown secured the leather media.

advertements of looks in stress, that have been as at has bette by the control of the control of

farmers, and desire the adoption of measures that are unacceptable to the Alliance. These bodies are boastful of their strength, though they have never yet shown it, while the Alliance has given evidence of its political power in the Legislatures of half a dozen States. It is known with certainty that the politicians of the Farmers' Alliance will not be supported by other farmers' organizations, two of which have a large membership, and it is sure that they will not receive any cooperation from the stronger of the labor bodies of the country. They cannot unite with the Nationalist or Commonwealth party of the Eastern States, which is far too radical for the farmers, and which looks on the St. Louis platform as a mere makeshift. Finally, the Alliance could not receive any relations with the Socialist party.

There is, however, to be a conference at Cincinnatibetween retresentatives of the Farmers' Alliance and of the Knights of Labor, and it is to this conference that Dr. George C. Beecher and his coworkers are looking forward. They affirmithat the two bodies can be induced to unite upon the St. Louis platform, and that all the other third party elements will then be compelled to join the union. Powderly favores this project, with doubts of its necessity or its success. The President of the National Alliance, Col. Folk, also favors it, without any doubt, and says that the new party will pur a Presidential these in the field next year. There will then be three, if not four, Alliance members in the Federal Senate, with thirteen in the House of Representatives, and a strong National Committee will be formed for the mapagement of the campaign. There is no evidence whatever to support the notion recently sent out from Washington that Senator Stanford of California is likely to be put up as a candidate for the Whigs of the House,

An Alliance politician has given The Sun his views of the third party movement, with remarks about the influence of Independent parties in Fresidential elections. The sure report is not yet It was the Barrburner or Free-soil revolt that bought wells of the pioneer days of oil which is still boughts was defeated in 1860. The Greenback vote was a controlling factor in the Presidential elections of 1876 and 1880. The influence of the Butler vote at a later period is not yet forgotten. Thus it has been, continued the Alliance politician when addressing The Sun reporter. That third parties have forten shown their controlling influence in Presidential elections. Had Henry Clay held the few Whigs who holted and raised the liberty party, he would have been elected president, and what an influence has already shown that it can poll an enormous vote, and you may be sure that its political power will be seen in the third party next year?

NEWS OF THE RAILROADS

Latest Information of Interest From An Quarters

Morrishows

via the Greenwood Lake Railroad to Montclair and Caldwell, thence northerly to
Whippany. Troy Hills, and Rockaway,
from which place it will run over the
New Jersey Contral line to Hopatong.
From Troy Hills a spur will extend to this city
and Boonton. The road would open a leautiful country to New York city and one of the
most healthful sections of the State, providing
the new Rockaway Valley road, owned by exCongressman Fideock, were extended from
Panpack to this city, a distance of sleven miles.
Direct connection with the main line of the
Contral would be made at Whitehouse. The
amount of capital required is \$360,000, of
which \$190,000 has already been subscribed.

Contral would be made at Whitehouse. The amount of capital resulted is \$360.000, of which \$190.000 has already been subscribed.

A Charleston despatch says: "It is learned here upon unquestioned authority that all the bondholders of the South Carolina Railway have united in a request to the United States Circuit Court to continue the receiver of the road. D. H. Chamberlain. In office indefinitely, and that this request will probably be complied with by the court upon the arrival here of Judge Bond on Tucaday next. The bondholders' party to the suit think that the affairs of the road can be more judiciously and economically administered through the court than otherwise. During the first year of Chamberlain's receivership the carnings of the road were thirty-nine per cent. over and above its running expenses. The arrears of interest on the bonded debt have been paid, and the baiance spent on equipment and improvement. It is also probable that on the same date Chamberlain will be appointed permanent receiver of the three C's railroad, or at least over the 17 miles of it running from Camden, & C., to Rutherfordion, N. C. Samuel Lord is temporary receiver. In the event of Chamberlain's appointment, the two roads will run in close connection, as now, and it is thought that the three C's road can be speedly dragged out of its troubles."

Robert J. Fisher of Pennsylvania, Assistant Commissioner of Patouts, has been appointed general counsel of the Eastern Railway Association in place of Andrew McCallum, deceased. Mr. Fisher will take charge of the office on the lat of March.

The Georgia Southern and Florida Railroad passed into the bands of the Seaboard and Roanoke a through line from Baltimore to Palatta. Fis., and by connection to St. Augustine.

Liquer Boelers Sambede by Politicians.

Liquor Bealers Saubbed by Politicians. The Executive Committee of the Hudson County Liquor Dealers' Association has de-clared war against the Sepator and members clared war against the Secator and members of Assembly from the county and the Demoratic party generally. The committee went to Trenton last week, and invited the Secator and members to a conference.

Assemblymen Byrnes and Madden, who are both in the liquor business, accepted the invitation, and they brought little encouragement. They assured the committee that the prospect for securing any favorable legislation was very blue.

for securing any favorable legislation was very blue.

The committee met in Jersey City yesterday afternoon, and expressed their views with great vigor and freedom. They said that candidates promised anything and everything fefore election, to secure the support of the liquor dealers, but as soon as they were elected they forgot their pledges.

The lessociation, however, will wrestle once more with the legislators, and if they do not get what they want they will seek revenge at the polls next fall.

The Audeben Monament Fund.

Among the recent subscribers to the Audubon monument fund are Morris K. Jesup Amos R. Eno. Andrew Carnegie. Thomas A Edison, James Constable, William F. Dodge. William Schemerhorn. Charles Stewart Smith. W. W. Astor. J. Pierpont Morgan, C. P. Huntington. Robert How. and Charles Lanier, Each one of these gentlemen has contributed \$100. The fund new amounts to \$2,785.60. less than one-third of the sum to be raised.

St. Louis Feb 18.—A special from Austin Ter. says: The bill making prise dighting in Texas a penitentiary offence has passed the House. The term of imprisor-ment provided for ranges from two to dive years. This measure is a substitute for the Senate bill.

John B. Thorn died at his home in Newark on Thursday night. He was a son of Thorn, the ploneer in the cracker and biscuit business in Newark, and he conducted the business after the death of his father Mr. Thorn was in his 71st year. He joined

James A. Sloan of Venango county. Pa., who died recently in Washington, was one of the first men who began to drill an oil well along Oil Creek immediately after the completion of the historic brake well, the first be putdown, in 1859. Sloan obtained a lease of land in Cherrytree township. Venango county, and "kieked" a well to the oil sand by the primitive spring pole and foot process. He was three months going down 160 feet, and at that death struck the oil vein. The well made him and others rich, and has never cassed yielding to this day, being one of the very few first sand wells of the pioneer days of oil which is still producing oil.

The Hend Master Builder, Freiherr Theophil

Capt. Henry C. Dearborn, late commander in the mploy of the Pacific Mail Steamship Company, died at Tacoms, Wash, on Wednesday, Capt. Dearborn commanded successively the steamships Oregonian, Great Republic, China, Colima, City of Bydney, and City of Peking, covering a period of over twenty years in the company's service between San Francisco and Australia and China ports. He left the sea about two years ago and located in business at Tacoma. He was about 54 years of age and was born in East Pittaton. Me.

Daniel Shure, who died recently near Har-

about two years ago and located in business at Tacoma. He was about 54 years of age and was born in East Pittaton. Me.

Daniel Shure, who died recently near Harford. Maryland, agod 76, was a liseal descendant of Mary Ferce, who was one of the colonists who came with William Penn to America, and who settled on land granted to her by Penn in what subsequently became Lancaster county. Pennsylvanta, the land being still in possession of her descendants. Daniel Shure was born on the Ferce place, and from 1842 had been superintendent of the Susquehanna and Tidewater Canal.

Colin Campbell of Caledonia, agod 80; Mrs. Thomas Eckler of West Carlton, aged 80; Mrs. Janet Graham of Walworth, aged 80; Mrs. Janet Graham of Walworth, aged 85, widow of Capt. William Oraham, a veteran of the war of 1812; Mis. Electa McKee of Wester, aged 89; Mrs. Sarah Aschley of Clifton Springs, aged 76; Milton Hawley of Rock Glen, aged 83; Anthony Davis of Castle, aged 78; Russell Kelley of Wyoming, aged 77, and John L. Stevens of Grangs, have died in western New York this week.

William C. Shafto, one of the earliest settlers of Asbury Park died there yesterday of paralysis, aged 75. For a long time he managed the Lakeview House. At the time the Asbury Park Ploneer Association, was organized here several weeks ago Mr. Shafto was made President since he was the oldest member. He took part in the recent banquet given by the association. He leaves a wife, two sons, and three daughters.

Alsop Raymond and his wife, Eliza, are dead at Alsop Grove, Pa. near the Maryland State line, having died within a few hours of each other Faturday. Each was Si years old. Both were Abolitionists, who were active in the service of the underground railroad of fuglitive line having died within a few hours of each other Faturday. Each was Si years old. Both were Abolitionists who were active in the service with heart disease. He was born on Staten Island fitty-six years ago and engaged during many years in the leather business in this city. He got his title during

Seventy-ninth New York. He was a Republican in politics, and served one term as Coroner.

Dr. George L. Halsey, one of the best known physicians in the Unadilia valley region, died at his home at Unadilia on Tuesday, aged 73 years. He graduated from the Albany Medical College and had practise: at Unadilia for nearly fifty years. He graduated from the Albany Medical College and had practise: at Unadilia for nearly fifty years. He leaves a wife and three children, one of his sons, F. W. Halsey, being a resident of New York city.

Peter Whelan, a policeman of the First precinct in Jersey City, died on Wednesday night. He had been in the department for several years. Yesterday morning the wife of his brother. Under Sheriff Joseph A. Whelan, died after a lingering illness. She had been married only a year and a half.

Samuel Scribner, an esteemed citien and an influential Democratic leader in Lewis county, died at his home in Montague, N. Y., on Sunday, aged 53 years. He was the representative of his town in the county Board of Supervisors, and had held other important posts. He leaves a wife and three children.

Frank O. Harlow is dead at his home, 20 India street, Greenpedin, at the age of 61. He had been suffering for a long time with cancer in the stomach and signal meningitis, but was confined to his led intile more than a week. He leaves a widow and one son.

Mirs. Margaret Miller died at her home near Ruddel's filis, Ky., vesterday morning, aged 50. She was the last of the children of Joseph Shawhan, the first distilier of Bourbon county, and whose whiskey was first called "Old Hourbon."

Mrs. Orpha Sutton widow of Abram Sutton, the last of the Ontario county pioneer family of that name, died at Napics on Weinesday, aged 55.

Mrs. Mary Conner died on Tuesday last at Doal, N. J., and 16a vears. She was torn in Ireland, and was the mother of nine children, Henry J. Paimer, a newsdealer, fell dead on Thursday night, in his store, 526 Myrtie avenue, Brooklyn, aged 45 years.

Policeman Edward B. Shaw of the Leonard street station died yesterday.

Rorses, Earringes, &c.

FLANDRAU & CO. 372, 374, 576 BROOME ST. Fall and Winter Carriages

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BRADLEY CARTS. Our Road Carts and Two Wheelers stand at the bead of the list, and none better are produced easywage. We do not manufacture change pools but give this was every time. At this season a Bradley Road Ours or Bradley Banger Boggr can eave the fine agringed greater. Our stock was never more complete than sow.

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Largest stock in the city. Business Wagens for Bakers Grocers. Dry Goods. Carpenters. Finnbers, Lanndry, Express, &o. Also, Sintle and double urucks. All warranted. Light Delivery Wagens for country use a spe-cialty. Call and see us before purchasing. See 1811-185 South States. CARETAGE. A -TO MAKE ROOM for Spring Goods, will close up at a bargain 25 begries, slightly they were a Road Carta 1 Brougham, 2 Serrays, 3 Passions, and examine, woodsten ST., N. T. SECOND-HAND WAGON for sale obsep. 270 Bloods

YALES ANNUAL TALE OF WOR All of Last Tear's Crew Sone but Capt.

NEW HAVEN, Feb. 20.-The outlook for the Yale crew is quite discouraging. Of the old erew Capt. Brewster will probably be the only one in the boat this year. Ives of the 1898 crew, who was to have stroked this year, her been forbidden by his physician to row. By rowing last year he became affected with en-largement of the heart. It is thought that he will be able to resume his seat in the beat

next year.

The situation is rendered worse from the fact that Simms, another veteran ceramas. has been warned by his physician to be very careful, and it is feared that he, too, will have te give up training. Ferris, who was a host in himself last year, is far from being a well man. himself last year, is far from being a well mass. He is still suffering from an attack of inflammatory rheumatism which kept him on his back all last summer. Much influence has been brought to bear on Hartwell, who has rowed for three years, to begin training, but as yet he has not complied. He is endeavoring to accomplish two years' college work in one, and gives this as ample excuse for not rowing. The loss of these four men would leave the eight in a very orippled condition, and, as it is, the crew will have to be largely recruited from new material.

The host of candidates who began work a month ago has been weeded down to sixteen, and after a couple more are dropped the rest will go to the training table on March 1. The following is Capt. Brewater's technical criticism of the men now making up the first crew; back after slide; stops at end of stroke; falls to bury oar deeply; slow on the catch; does not apply power on the catch, and pulls through unevenly.

Hagerman, No. 7—Weight, 178 pounds; pulls

not apply power on the catch, and pulls through unevenly.

Hagerman, No. 7—Weight, 178 pounds; pulls oar in; kicks out silde badly; body swing poor; buries car too deeply in middle of stroke; does not hold himself steady at the finish.

Brewster, No. 6, Captain—Weight, 182 pounds; watermanship fair; body work unsteady; selties at both ends of the stroke.

Paine, No. 6—Weight, 184 pounds; a new man, but improving; fails to get a correct idea of the swing; pulls with a jerk; watermanship very poor.

swing; pulls with a jerk; watermanship very poor.

Ferria, No. 4—Weight 177 pounds; still troubled with rheumatism in his arm and has not done steady work except for the past few days; when in condition is the most powerful oar in the boat.

Mills. No. 3—Weight 170 pounds; has just begun training and cannot yet be fairly criticised.

Croeby, No. 2—Weight 167 pounds; watermanship poor; fails to swing up well on catch; settles badly at finish; body swing yneven.

Balliet. No. 1—Weight 165 pounds; recover unsteady; fails to put oar in well; behind on swinging up shoulders.

These faults are merely technical and could not be noticed by one not up in rowing.

NEW ALLEYS FOR THE SUN TOURNAMENT

The Cames to be Rolled at the Germania Assembly Rooms Beginning March &. Joe Thum, the well-known bowler, made the biggest arrangements to manage the bowling alleys at the Germania Assembly Rooma 201 and 205 Bowery. It was only about three months ago that two new alleys were constructed by the proprietor, but the increase etia-terest in bowling caused the latter to put in six more alleys. These six alleys have no connection whatever terest in bowling caused the latter to put in six mere alleys. These six alleys have no connection whatever with those built first, being in a different part of the building. When Thum saw that he had a chance to engage these alleys he began negotiating for them, but it was not until Wedneeday evening that the terms were agreed upon. It was an first intended to reli Tan Sex individual tournament on the Sparsan Reuse alleys have been engaged the games will be relied there. This will be welcome news not only to the players, but to the many enthusiasis who will watch the straggics between the fifteen wielders of the maple sphayers. The Sparsan House is away over on the west side and many soft chose who when to fifteen wielders of the maple sphayers. The Sparsan House is away over on the west side and many soft chose who when to wincom the grade of the sparsan He the case of going so far. The alleys and the sparsan He the facts of going so far. The falleys are the sparsan He the far the spectators. The derimante are melly Room alleys are not as yet completed bet only a faw finishing toughes are needed before the opening ea Sunday. There is enough room around the alleys to glow not opening to witness the games, and then again, there is no possible chance for the spectators to be sond a funding along the alleys the incide of an enough the spectators back or from continue were the alleys in incide of running along the alleys the incide makes a complete circuit around the alleys, the incide of room of the spectators of the spectators to the sond immediately and conducted the alleys are incident and continue were Thurnday and Towday avening until April 3t, when the dnal series will be played on each scheduled night. The first series and swyming will begin at 7ty, of otock, and the second immediately after. Three players will compete in each series, and sher, the least of the Away games to take part in the new of these games and inserting and the second immediately after. Three players will compete in each series, and th

Piret Series—Lehrbach, Hass, and Foogs, Second Series—Kahledorf, Ritter, and Thyme. THERMAN, MARCH 5.
First Series—Walfers, Leuly, and Schwacks.
Second Series—Bullwinkel, Panison, and Muller. Trest Series—Keller, Rarkings, and Aberia. PHURADAY, MARCH 12.
First Series - Fours. Wulfers and Berklage.
Second Series - Aberia, Lehrbach, and Rister. Scoom Series—Aberia, Lehrbach, and Ritter,
where the Aberia Lehrbach, and Ritter,
First Series—Hass, Maller, and Relies.
Fortis—Hass, Maller, and Fadison.
Fortis—Bartiage, Solwache, and Besses.
Second Series—Bullwinkel, Poegs, and Aberia.
First Series—Paulsen, Hans, and Wulfers.
Second Series—Eahladorf, Keller, and Lealy.
HUMBALY, HARCH SS.
First Series—Thype, Wulfers, and Aberia.
Second Series—Lebrbach, Schweste, and Kelles.
Furth Series—Rankage, Rullwinkel, and Thype.
Second Series—Lealy, Aberia, and Hans.
THUSBOAY, APRIL 2. Piret Series--- Muller, Ritter and Wulfers.
Second Series--- Foogs. Faulsen, and Kabledork Piret Series—Schwacks, Thyna and Hees. Second Series—Ritter, Leniy, and Proge. Pirst Series—Aberia, Kahisdorf, and Muller. Second Series—Paulsen, Barklage, and Lebrasch. First Series Keller, Wulfers, and Bulwinkle. Second Series Muller, Louly, and Barklage.

TUBADAY, MARCE S.

First Series—Schwacke, Aberia, and Paulsen, Second Series—Foege, Keller, and Thyne. First Series-Hass Bullwinkel and Ritter.
Second Series-Wulfers Lebrbach, and Kahledoes. Pirat Series Ritter Paulsen, and Estion.
Second Series Kahisderf, Barklage, and Heat. First Series—Lehrbach, Sullwinkel, and Leuly, Second Series—Muller, Fosge, and Schwache. Thyne, Muller, and Lehrbach.

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Applied into Mostrile is Culcily
Absorbed, Cleanace the Head,
Heals the Sores and Curres

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